

Montgomery County *Department of Transportation*

Bethesda Unified Mobility Program (BUMP)

Bethesda Downtown
Implementation Advisory
Committee

July 12, 2019

What is BUMP?

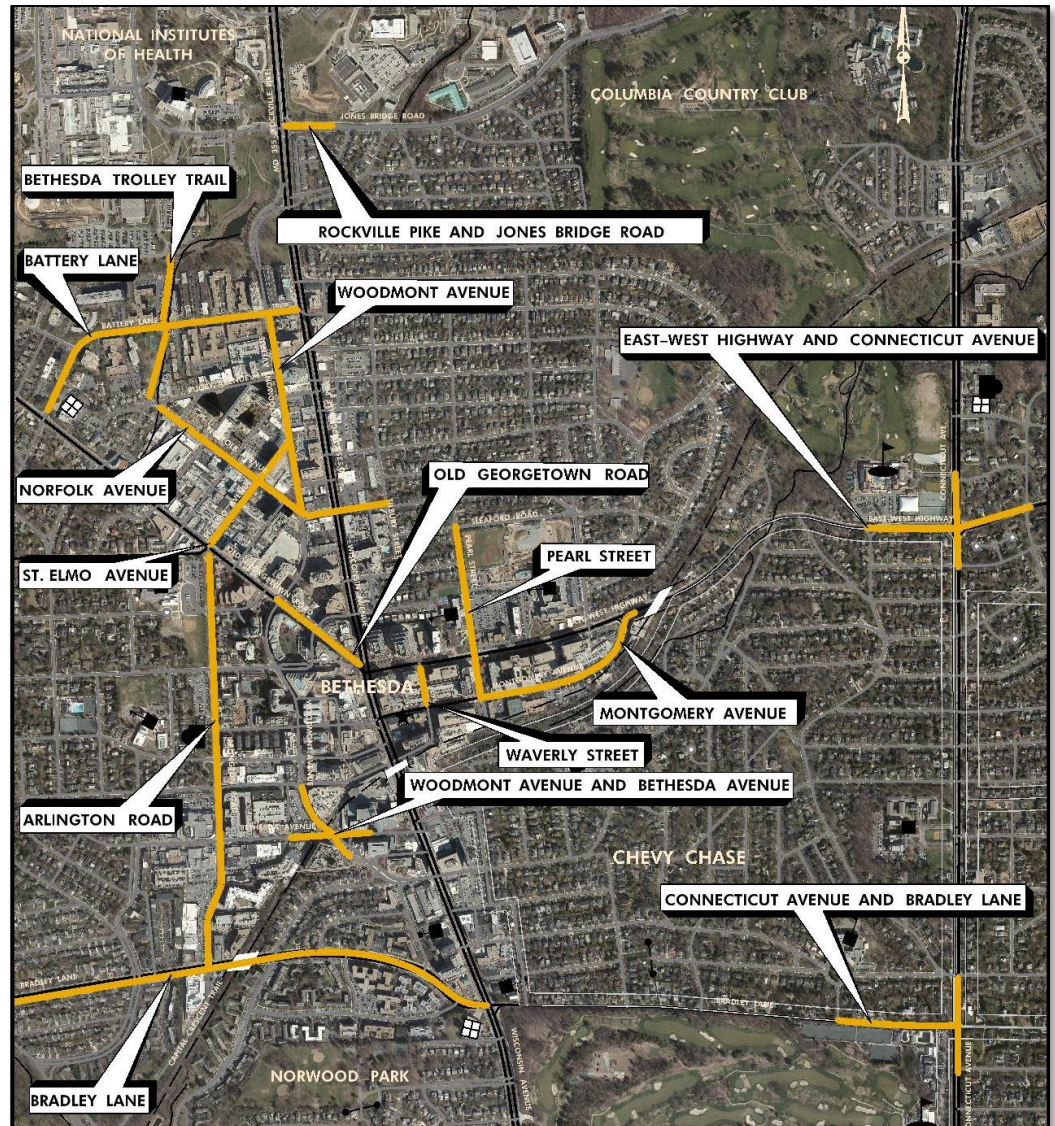
- A per-unit fee paid by new development
- Identification of necessary transportation infrastructure for...
 - SSP adequacy
 - A successful master plan
- Estimating costs for this infrastructure
- Dividing these costs equitably across future development
 - Assumes 100% build-out
- Stays local; goes into a lockbox specifically for that UMP
- Handled like Impact Tax

$$\frac{\text{Cost (\$\$\$)}}{\div \text{Traffic Generated (Trips)}} = \text{Fee (\$/trip)}$$

White Oak → $\frac{\$101,800,000}{\div 20,324 \text{ trips}} = \$5010 / \text{trip}$

What's in the BUMP?

- Intersections
- ADA Upgrades
- Bikeways
- Transit




How were these projects identified?

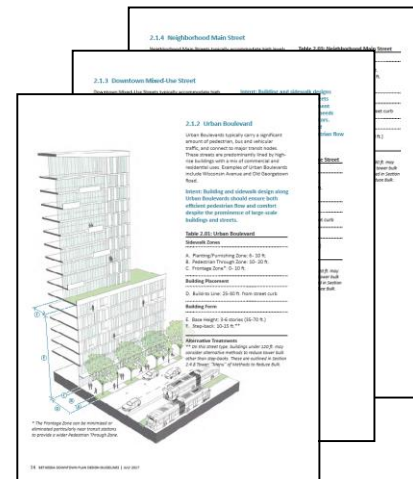
- Master Plan CIP
- Master Plan Goals
- Transportation Analysis

JULY 2016

SUBDIVISION STAGING POLICY



■ MARYLAND - NATIONAL CAPITAL PARK & PLANNING COMMISSION



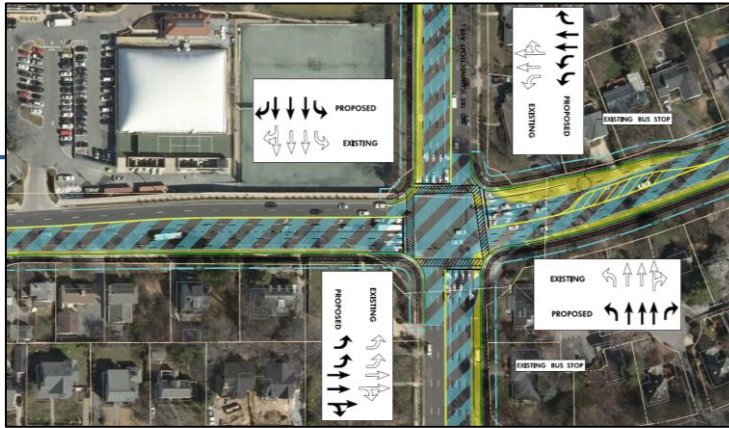
	Phase	Approximate Dates	Notes
Phase 1 Pre-Construction	Project start (Initial Construction)	1	Construction begins
	Pre-Construction (Initial Construction)	2	Construction begins
	Pre-Construction (Initial Construction)	3	Construction begins
	Pre-Construction (Initial Construction)	4	Construction begins
	Pre-Construction (Initial Construction)	5	Construction begins
	Pre-Construction (Initial Construction)	6	Construction begins
	Pre-Construction (Initial Construction)	7	Construction begins
	Pre-Construction (Initial Construction)	8	Construction begins
	Pre-Construction (Initial Construction)	9	Construction begins
	Pre-Construction (Initial Construction)	10	Construction begins
Phase 2 Construction	Construction (Initial Construction)	11	Construction begins
	Construction (Initial Construction)	12	Construction begins
	Construction (Initial Construction)	13	Construction begins
	Construction (Initial Construction)	14	Construction begins
	Construction (Initial Construction)	15	Construction begins
	Construction (Initial Construction)	16	Construction begins
	Construction (Initial Construction)	17	Construction begins
	Construction (Initial Construction)	18	Construction begins
	Construction (Initial Construction)	19	Construction begins
	Construction (Initial Construction)	20	Construction begins
Phase 3 Post-Construction	Post-Construction (Initial Construction)	21	Construction begins
	Post-Construction (Initial Construction)	22	Construction begins
	Post-Construction (Initial Construction)	23	Construction begins
	Post-Construction (Initial Construction)	24	Construction begins
	Post-Construction (Initial Construction)	25	Construction begins
	Post-Construction (Initial Construction)	26	Construction begins
	Post-Construction (Initial Construction)	27	Construction begins
	Post-Construction (Initial Construction)	28	Construction begins
	Post-Construction (Initial Construction)	29	Construction begins
	Post-Construction (Initial Construction)	30	Construction begins

Intersections

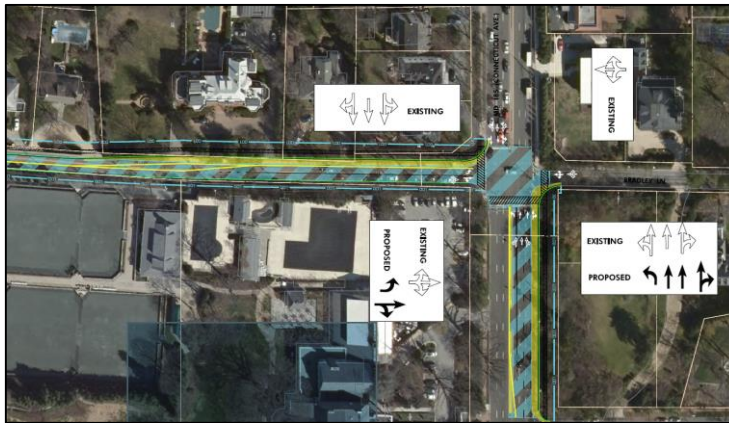
ADA Upgrades

Bikeways

Transit



MD 185 (Connecticut Ave)
at MD 410 (East-West Hwy) **\$4,137,400**



MD 185 (Connecticut Ave)
at MD 191 (Bradley Lane) **\$4,429,100**



MD 355 (Rockville Pike)
at Jones Bridge Rd **\$517,700**

Intersections

ADA Upgrades

Bikeways

Transit

ADA Upgrades

- \$770,000 for ADA facilities



Intersections
ADA Upgrades
Bikeways
Transit

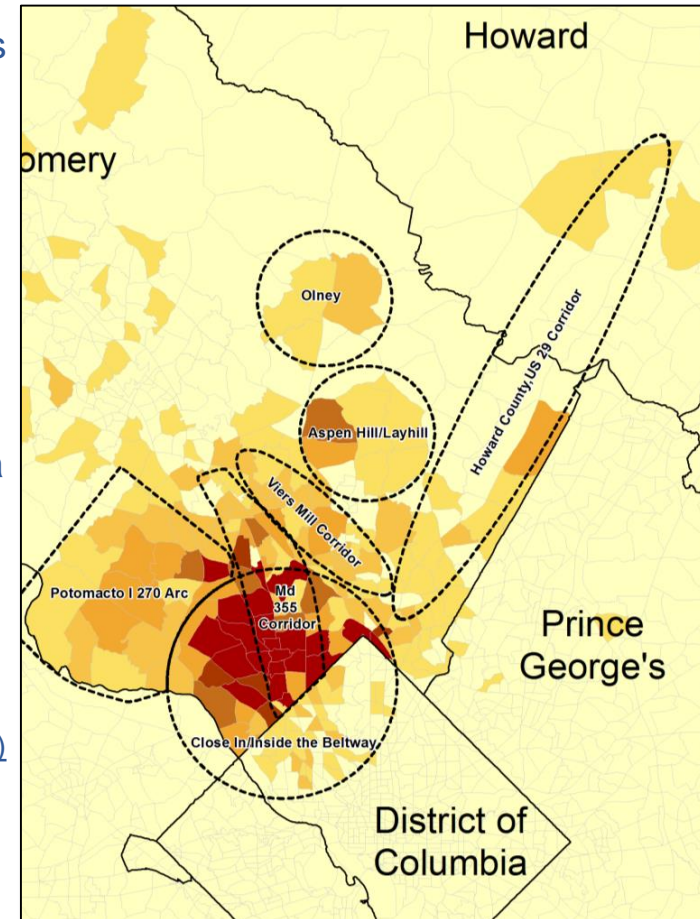
Bikeways

Arlington from Old Georgetown to Bradley	\$1,920,900
Battery from Old Georgetown to Wisconsin	\$441,300
Bethesda / Willow from Woodmont to 47 th	\$1,449,000
Bradley / Capital Crescent Trail Connection	\$2,307,800
Bradley from Glenbrook to Wisconsin	\$5,694,200
Montgomery from Woodmont to East-West	\$1,242,000
Norfolk / Cheltenham from Battery to Tilbury	\$4,500,100
North Bethesda Trail between Rugby and NIH	\$2,029,400
Old Georgetown from Woodmont to Wisconsin	\$220,800
Pearl from Montgomery to Sleaford	\$3,002,200
St Elmo from Wilson to Woodmont	\$262,400
Waverly from East-West to Montgomery	\$50,000
Woodmont / Bethesda Intersection	\$1,121,300
Woodmont from Battery to Wisconsin	\$2,135,900
Protected Intersections	\$3,500,000
Bike Parking (Short- & Long-Term)	\$2,379,250
Bikeshare	\$4,200,000



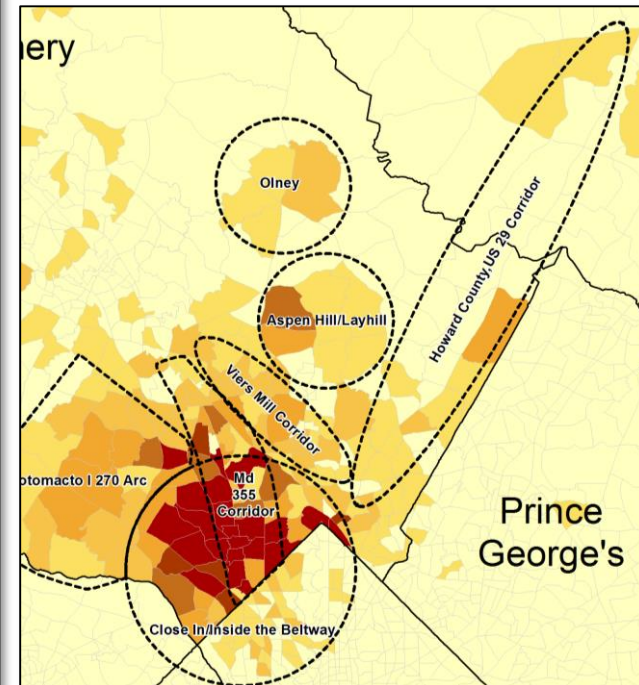
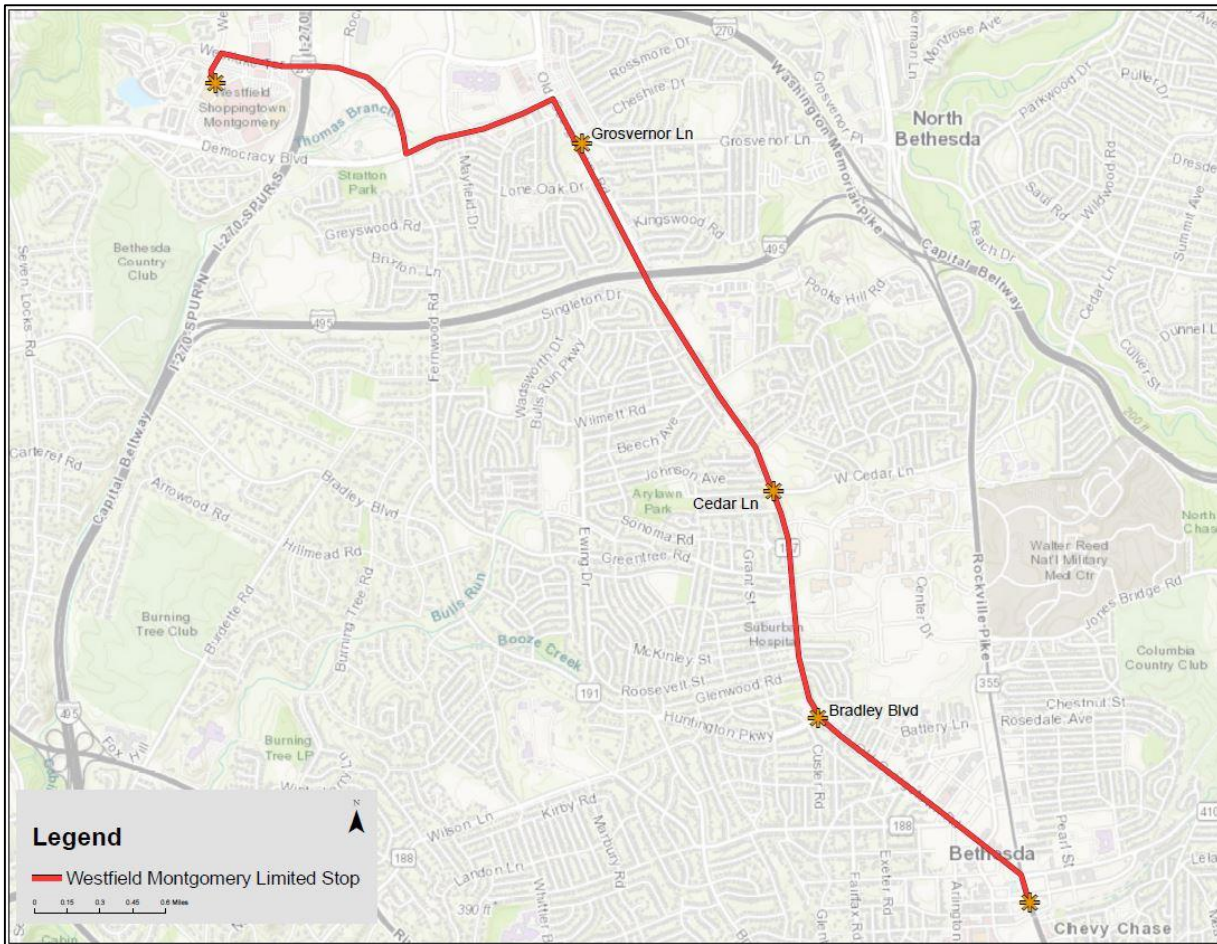
Transit

- Need to achieve a 55% NADMS goal, providing for +3,058 transit trips
- 1,839 Rock Spring Park & Ride and Express Service
- 1,536 Greater Bethesda Micro-Transit
- 869 Extend 355 extRa to Bethesda & all-day service
- 747 Layhill/Wheaton Express to White Flint Red Line
- 530 Extend Metrobus 30 Routes from Friendship Hgts to Bethesda
- 342 Howard County via US 29 FLASH Service to Purple Line
- 264 Other Ride-On Improvements (29, 30, 32, 34, 36, 47)
- 200 Olney / Aspen Hill Express to Shady Grove Red Line
- 0 Bethesda Circulator Extension (already included in background NADMS)
- 6,327 Total from New Transit Strategies
- Full implementation could achieve 62% NADMS



Transit

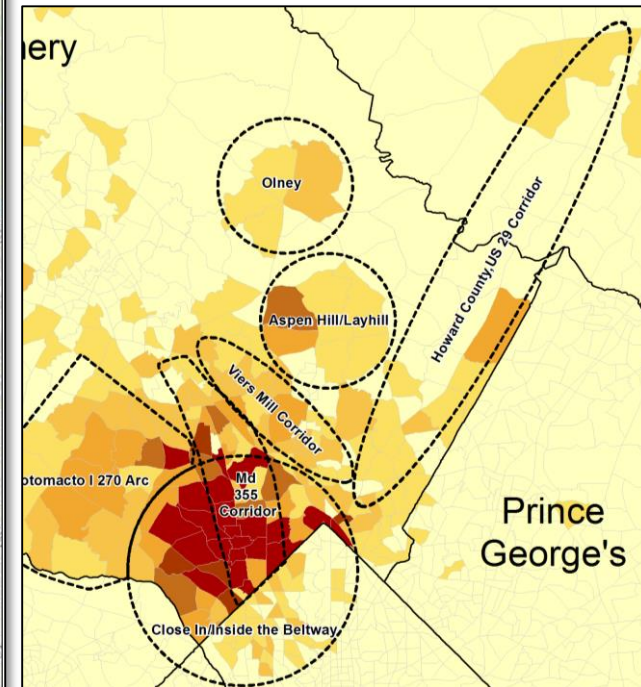
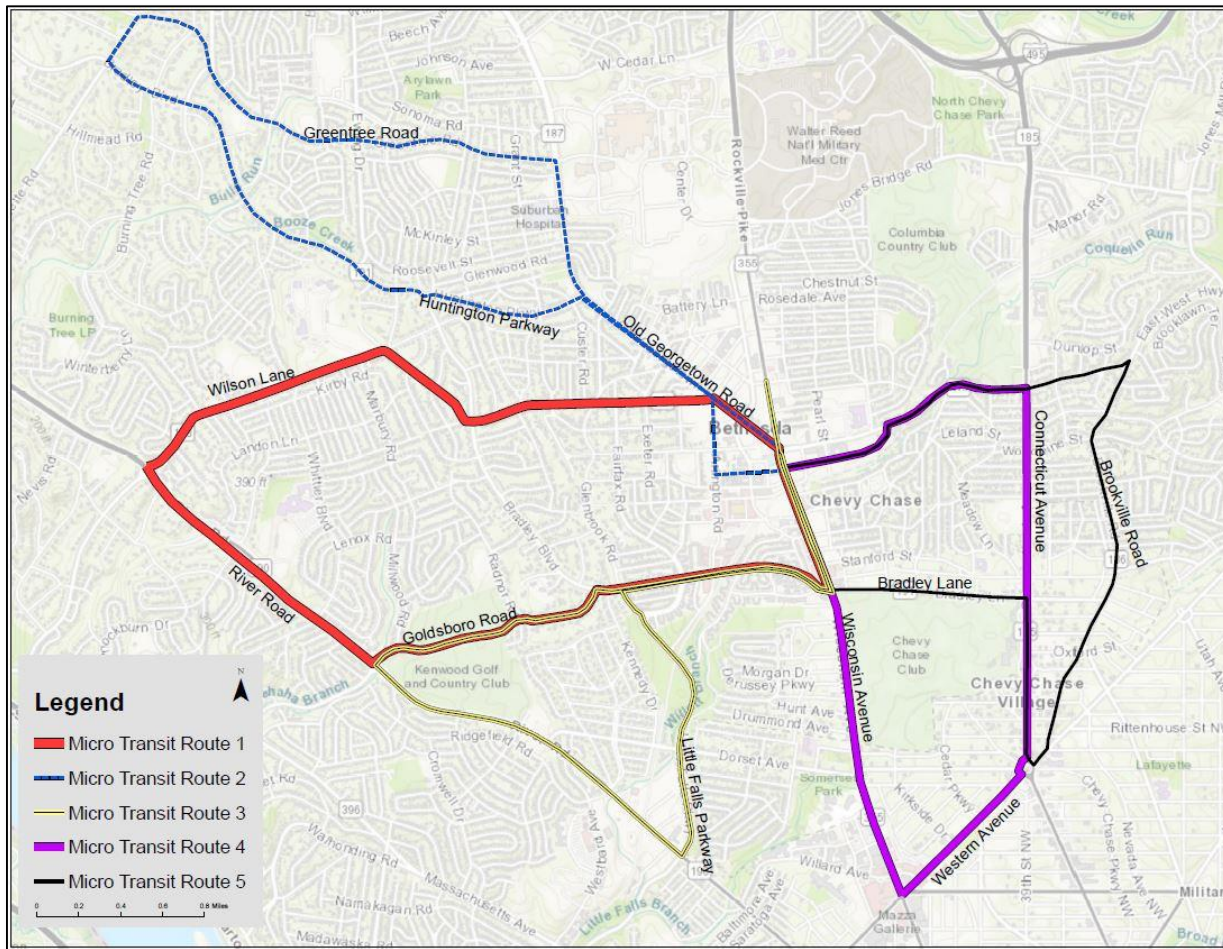
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Rock Spring Park & Ride and Express Service 1,839

Transit

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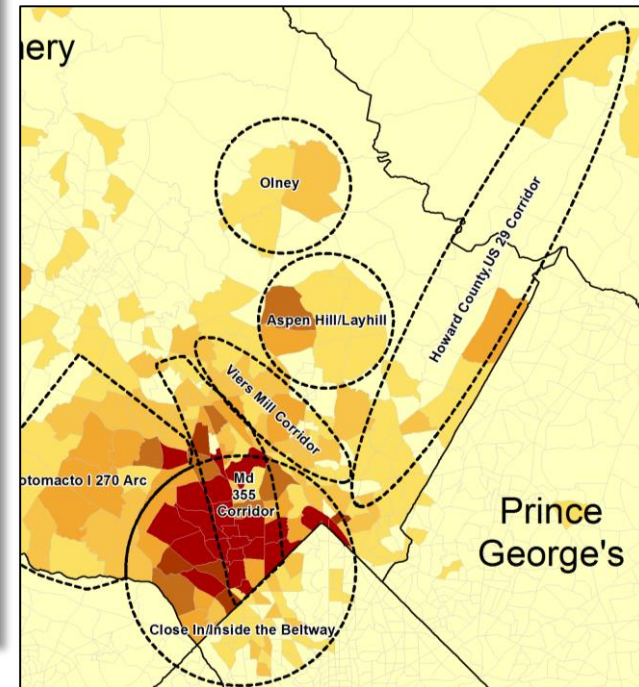


Transit



<https://www.montgomerycountymd.gov/dot-transit/RideOnExtra.html>

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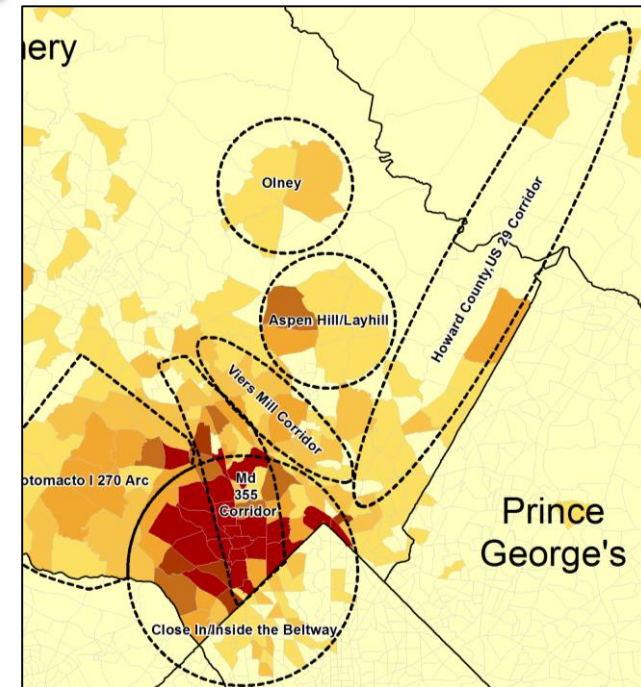
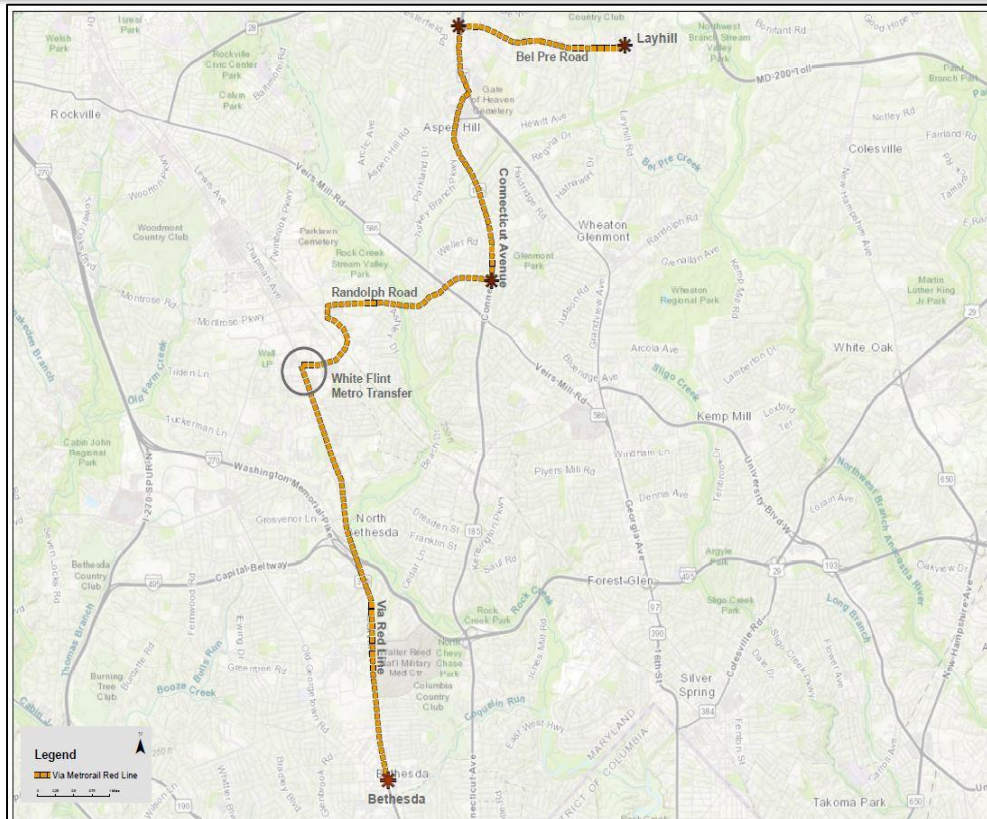


Extend 355 extRa to Bethesda & all-day service 869

Transit

Route Pattern	One Way Bus Travel Time	Time on Rail	Transfer Time (bus to rail)	Bus Dwell Time at each Park and Ride	Total Time
Layhill – White Flint Station – Dwntrn Bethesda	30	11	5	5 (10 min total)	56

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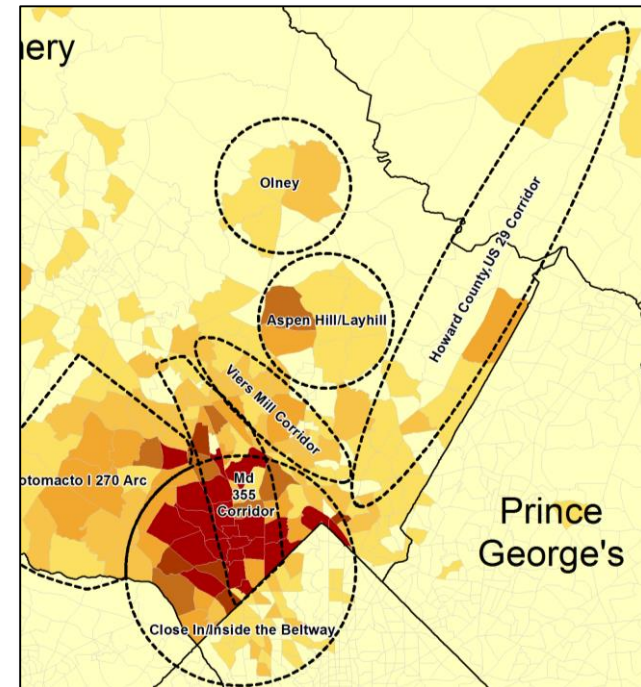


Layhill/Wheaton Express to White Flint Red Line 747

Transit



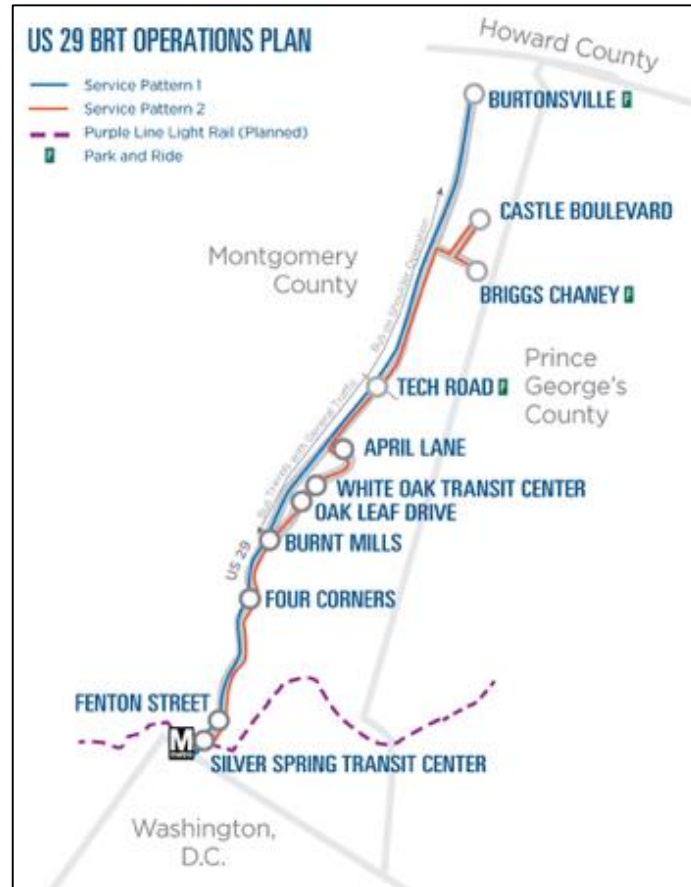
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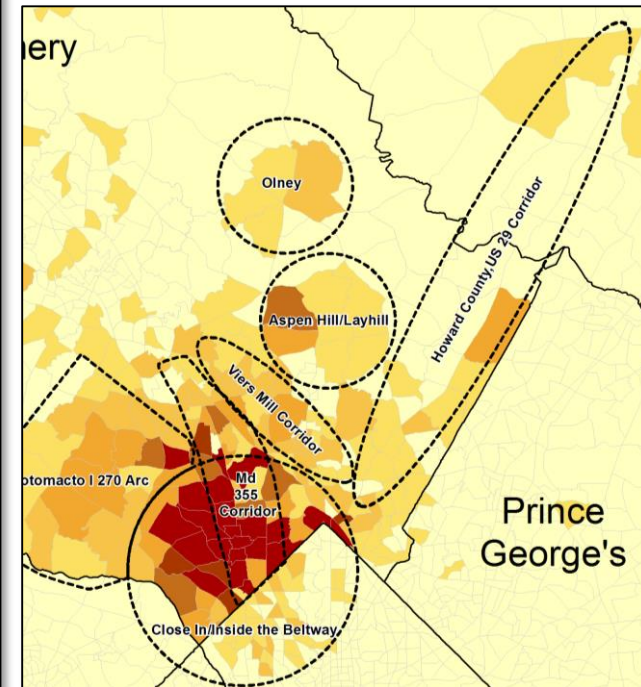
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Transit

<https://www.ridetheflash.com/>



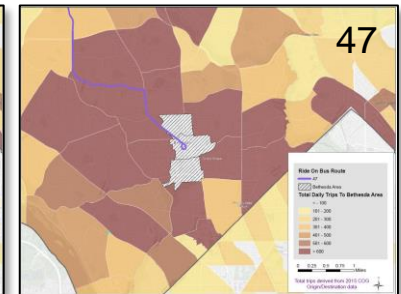
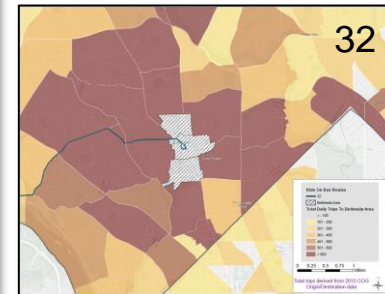
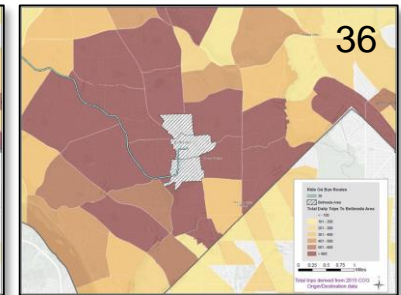
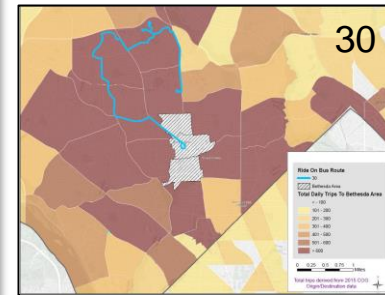
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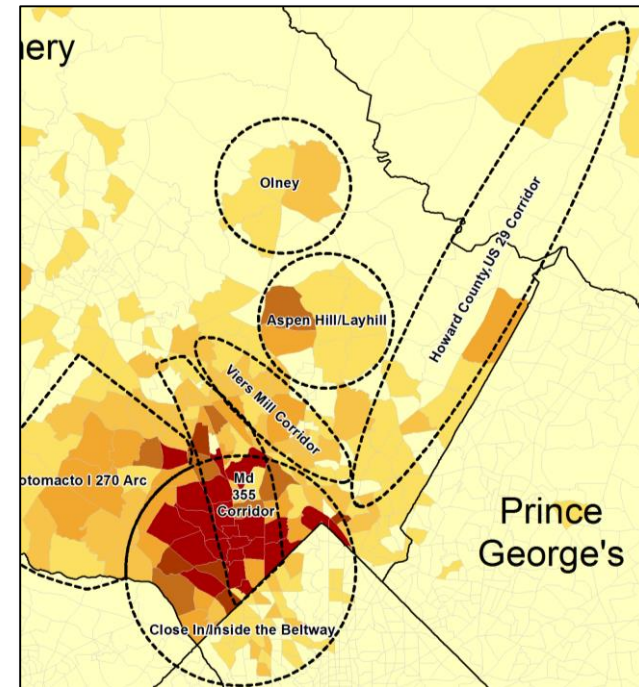
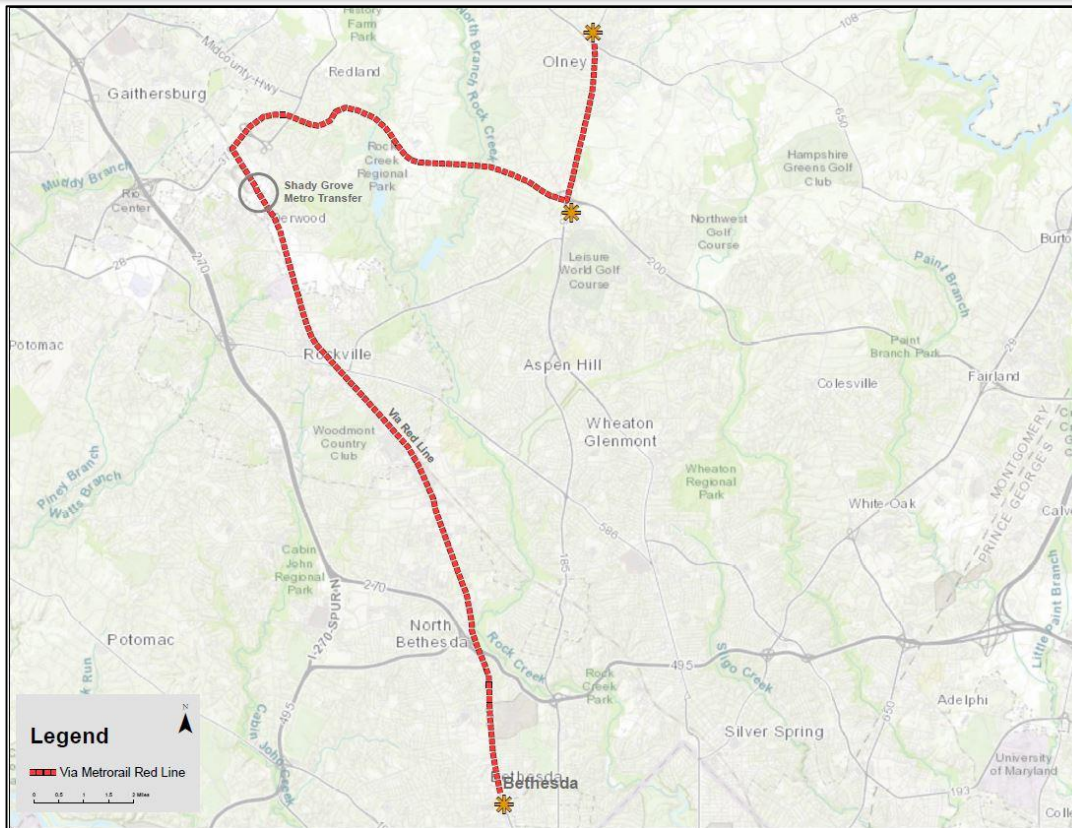


Other Ride-On Improvements (29, 30, 32, 34, 36, 47) 264

Transit

Route Pattern	One Way Bus Travel Time	Time on Rail	Transfer Time (bus to rail)	Bus Dwell Time at each Park and Ride	Total Time
Olney – Shady Grove Metro Station – Downtown Bethesda	20	19	5	5 (10 minutes total)	54

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Greater Bethesda Micro-Transit	1,536
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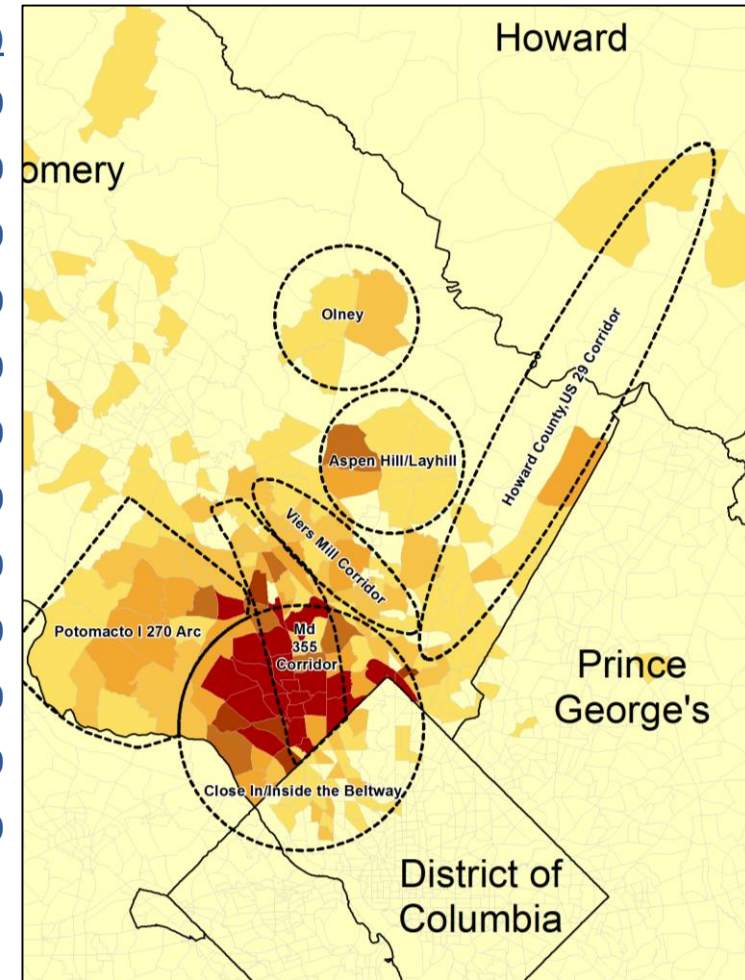


Olney / Aspen Hill Express to Shady Grove Red Line 200

Transit

CAPITAL COSTS (VEHICLE + PARK & RIDE)

Rock Spring Park & Ride and Express Service	\$4,375,000
Greater Bethesda Micro-Transit	\$5,400,000
Extend 355 extRa to Bethesda & all-day service	\$535,000
Layhill/Wheaton Express to White Flint Red Line	\$6,125,000
Extend Metrobus 30s from Friendship Hghts to Bethesda	\$1,070,000
Howard County via US 29 FLASH Service to Purple Line	\$8,750,000
Other Ride-On Improvements (29, 32, 47)	\$4,280,000
Other Ride-On Improvements (30, 36)	\$2,675,000
Other Ride-On Improvements (34)	\$535,000
Olney / Aspen Hill Express to Shady Grove Red Line	\$2,605,000
Bethesda Circulator Expansion	\$2,200,000
Operations & Maintenance Facility Expansion	\$21,000,000



Development & Estimated Fee



White Oak Science Gateway
LATR / LATIP
Cost Estimating Analysis
White Paper

December 2016
 Updated May 2019

Intersections	\$9,084,200
ADA Compliance	\$770,000
Bikeways	\$36,416,550
Transit Vehicles	\$28,800,000
Park & Ride Expansion	\$29,750,000
<u>O&M Facility Expansion</u>	<u>\$21,000,000</u>
TOTAL	\$125,820,750

White Oak \$101,800,000

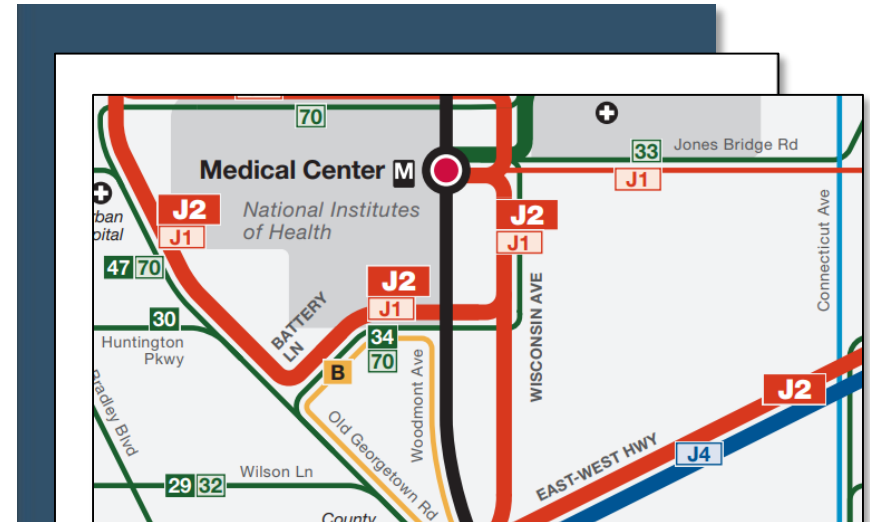
Development & Estimated Fee

Estimated Cost \$125,820,750

Estimated Development 8,800,000 SF

Estimated UMP Fee \$14.30/SF

White Oak Approx \$5.50/SF



However, not *all* transit projects are necessary to achieve 55% NADMS. Doing all would achieve 62% NADMS.

Monitoring & reassessments are relatively small costs.

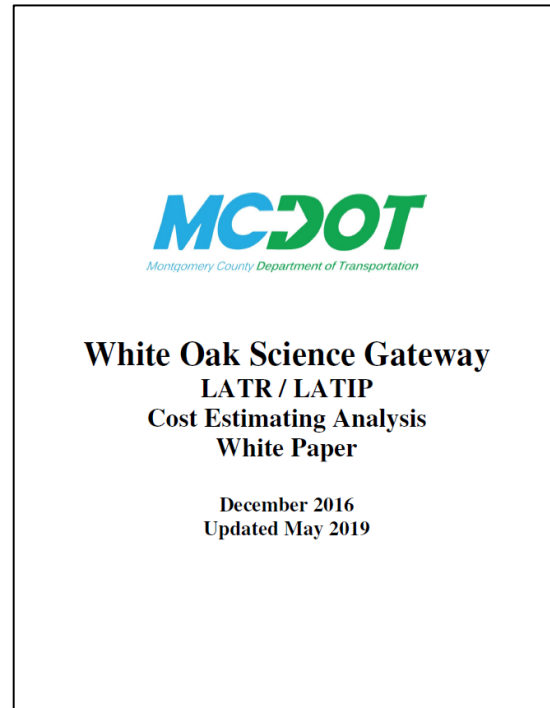
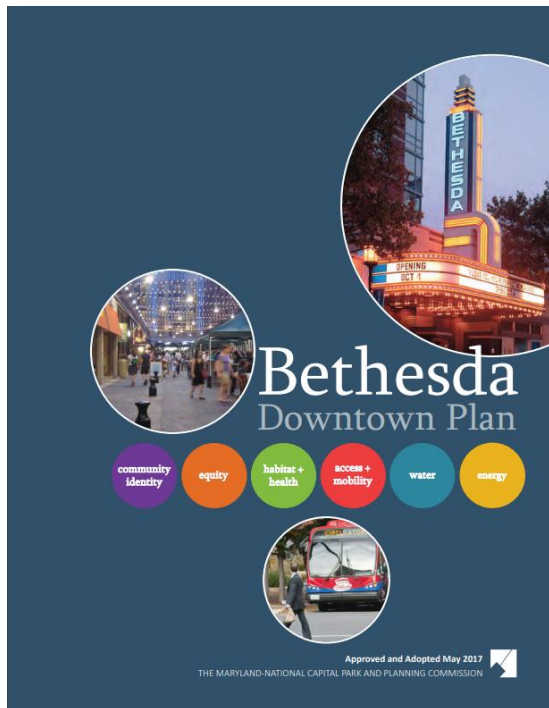
In White Oak, no intersections outside the policy area were included.

Bethesda UMP Estimate does not include costs of...

- Transit Operations
- Monitoring
- Reassessments

Preliminary Consideration: \$6.43/SF

Developer Obligations



- Still required to evaluate site access & construct frontage requirements
- Developments outside of Policy Area are unaffected by BUMP
- May construct UMP projects for credit
- See p14 of the White Oak LATIP White Paper

<https://www.montgomerycountymd.gov/dot-dir/Resources/Files/LATR-WhitePaper.pdf>

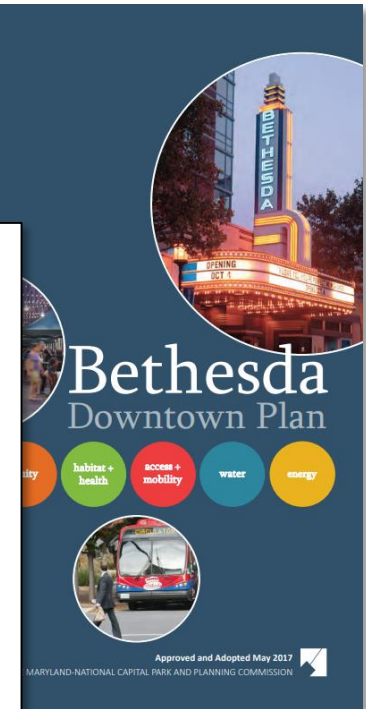
Upkeep

- Update costs every 2 years
- Reanalyze every 6 years
- Forward funding



White Oak Science Gateway LATR / LATIP Cost Estimating Analysis White Paper

December 2016
Updated May 2019



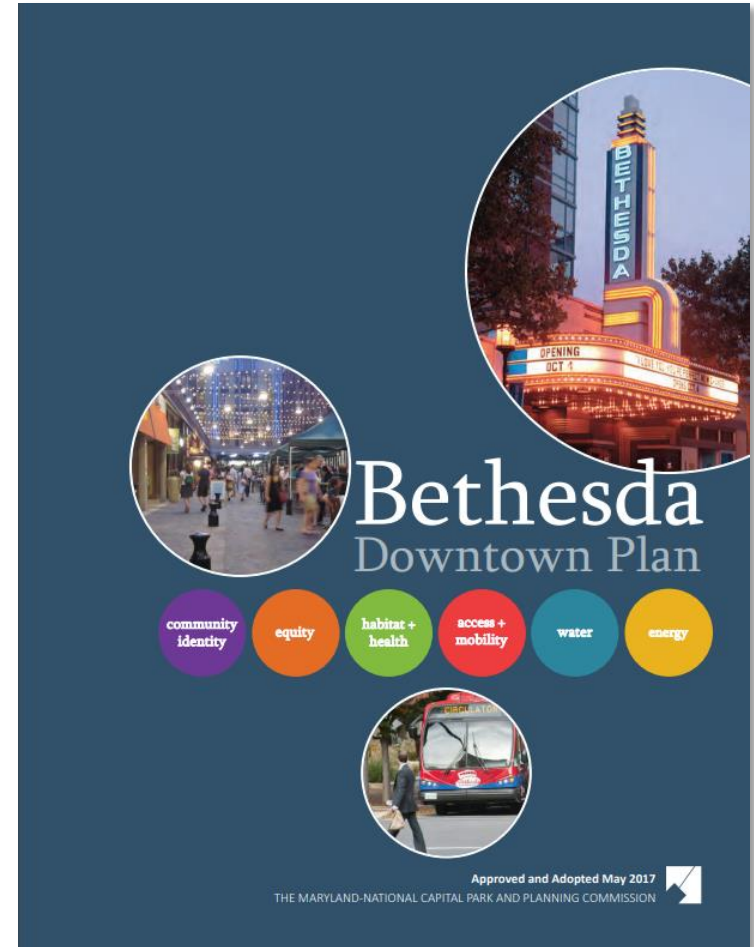
Next Steps



- Other Presentations
- Open House, late July / Aug
- Council, late Summer-Fall

Next Steps

- We prepare technical recommendations in coordination with County Executive
- Council ultimately determines what is in or out



Questions

- Questions?
- What do you love?
- What do you loathe?
- Is anything missing?
- What information do you want so that you can be prepared to share input with Council?

Andrew Bossi, P.E.

Senior Engineer for Transportation Policy

Office of the Director

Montgomery County Department of Transportation

andrew.bossi@montgomerycountymd.gov